

MARTELL'S
THREE STAR
BRANDY.
\$28 Per Case.
H. Price & Co.,
Sole Agents.
458

The China Mail.

ESTABLISHED 1845.

KING EDWARD
SPECIAL
WHISKY
\$15.50 Per Dozen
H. Price & Co.
Sole Agents.
459

No. 13,084

號八月三年五零百九千一英

HONGKONG, WEDNESDAY, MARCH 8, 1905.

日三初月二年巳乙

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
PARCELS and Goods shipped to all parts
of the World.

All Expenses, including Duty and other
charges, may be paid by sender,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.
Office—3, DUNDAS STREET.
Hongkong, December 5, 1904. 1815

Intimations.

CITY HALL.

ANNUAL MEETING.

THE ANNUAL MEETING OF SHARE-
HOLDERS in, and SUBSCRIBERS
to, the CITY HALL, will be held at the Hall
on FRIDAY next, the 8th instant, at
1.30 p.m.

By Order,
F. B. L. BOWLEY,
Secretary.

Hongkong, February 24, 1905. 494

HONGKONG SCHOOLS' SPORTS.

THESE SPORTS are to be held on
MONDAY, March 27th.
Schools desiring Entry Forms please
apply by letter to Queen's College before
FRIDAY, March 10th.

R. J. BIRBECK,
G. P. de MARTIN, Hon. Secs.
Hongkong, March 7, 1905. 495

WANTED.

AN ASSISTANT Wanted.
Apply ROBINSON PIANO CO., LTD.
Hongkong, March 7, 1905. 496

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters Office, Fletcher Street, until
12 o'clock Noon, on THURSDAY, 16th
March, 1905, for the undermentioned Sup-
plies and Services, for the period of twelve
months, from 1st April, 1905.

1. Hospital Supplies and Medical
COMFORTS.
2. General Supplies and PROVISIONS.
3. Coal, Wood, Oil, Scavenging and
other BARRACK Supplies and Ser-
vices.
4. Washing.
5. Transport Services, (Supply of
Launches, Junks, Coolies, &c.).
6. Forage.

Forms of Tender and any particulars can
be obtained on application to this Office,
either personally or by letter, addressed to
the Officer Commanding Army Services
Corps, between the hours of 10 a.m. and
4 p.m.

The Tenders must be properly filled up,
signed and dated, and no tender will be
noticed unless delivered upon the proper
form at the Head Quarters Office by 12
o'clock Noon on the above date, in a closed
envelope marked "TENDER" on the out-
side.

The right to reject any or all tenders is
reserved.

HEAD QUARTERS OFFICE,
Hongkong.

7th March, 1905. 499

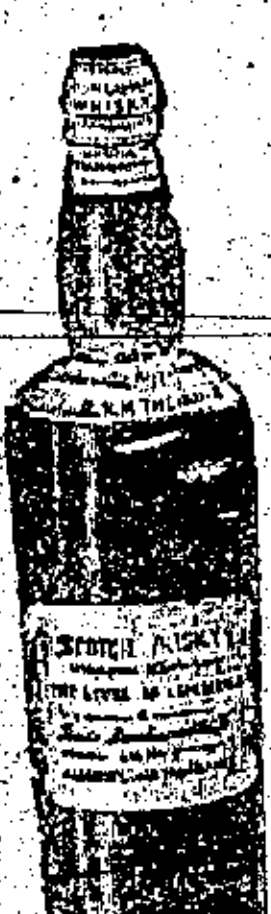
HONGKONG FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$34 per Share for
the year ending 31st December, 1903,
declared at To-day's Ordinary Annual
Meeting, will be Payable at the Hongkong
and Shanghai Banking Corporation, and
Hongkong Shareholders are requested to
apply for Dividend Warrants at the Com-
pany's Office, Pedder's Street, after 10
a.m. TO-MORROW.

JARDINE, MATHESON & CO.
General Managers.
Hongkong, March 6, 1905. 482

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE
CRAWFORD & CO., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

Works: OFFICE & STORES:
KOWLOON BAY. No. 20, CONNAUGHT ROAD.
Hongkong, March 1, 1905. 446

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. TOWAN, 2,383 tons, Captain R. D. Thomas.
s.s. PATSHAN, 2,383 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain G. V. Lloyd.
s.s. KUNSHAN, 1,537 tons, Captain J. J. Lewis.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Service of the Hongkong, Canton and Macao Steamboat Co., Ltd.
Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at 12.30 p.m.
Departures from Macao to Hongkong daily at 8.30 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LHO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. YANKEE, 569 tons, Captain C. B. Cart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904. 1835

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

WE beg to notify the Public generally
of Hongkong that we have just
OPENED a First-class Hairdressing Hall at
the above address. We make Cleanliness a
Speciality.
V. TORRES, Manager.
Hongkong, March 2, 1905. 463

NOTICE.

THE Undersigned begs to give notice
to the Public generally of Hongkong
that the Business of Contracting and House
Building formerly carried on under the
Style of LIN WOO & CO., will hereafter
be known under the Style of LAM WOO &
CO. We have REMOVED from No. 8,
Lee Yuen Street (East) to No. 12, LEE
YUEN STREET (West).
Chinese Hong Name "LUN YICK."
Hongkong, March 2, 1905. 461

LLOYD'S REGISTER

OF
BRITISH AND FOREIGN SHIPPING.

SUBSCRIBERS to the REGISTER
BOOK for 1905-6 should notify the
Undersigned on or before March 10th.
NEWMAN MUMFORD,
Surveyor to Lloyd's Register,
Hongkong.
Hongkong, February 28, 1905. 426

THE BEST GIFT

FOR THE WIFE
SINGER SEWING MACHINE.
Come and be convinced.

SHOWROOMS:
1, WYNDHAM STREET.
Hongkong, October 3, 1904. 1262

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN
MANUFACTURERS,
14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.
A large consignment of records at the
low figure of \$1.50 each, 5% on wholesale
orders.
The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.

WE DEFEY COMPETITION.
Inspection Invited.
Hongkong, March 3, 1905. 458

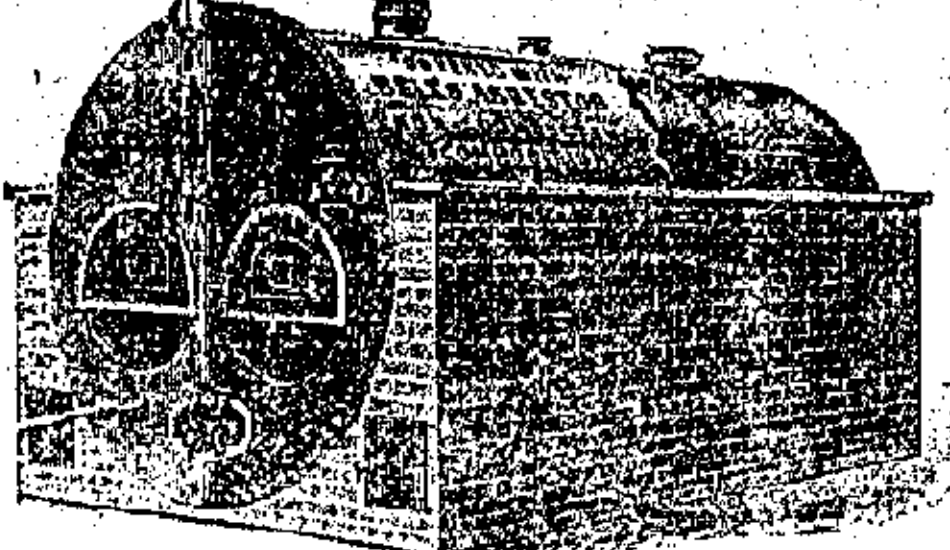
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN
Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.

JUST RECEIVED EX 'JAPAN'.

LADIES' TRIMMED HATS

LATEST LONDON AND PARIS STYLES.

LADIES' SILK BLOUSES.

LADIES' DRESSING GOWNS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904. 1985

The Peak Hotel

Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRUNKWAY TERMINUS
INTO THE HOTEL.

Telegraphic Address: "PEACEFUL."
Telephone No. 23.
TOWN OFFICE: 7, DUNDAS STREET.
Hongkong, January 3, 1905. 18

D. NOMA, TATTOOER,

80, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlour are open from 9 a.m. all day. My 32 years
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attained by any other, as their composition is only known to me. H. R. H. The Duke
of York and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

N. LAZARUS,

OPTICIAN.



SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904. 1797

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

DON'T WORRY.

If You Want Solid Comfort,
Both Up The Peak and Down,
There's but One Way to get It.
In This Man's Bloomin' Town.
Nos. 1 to 13, SHAUKIWAN ROAD. Tram Passes the Door.
Hongkong, March 8, 1905. 19

BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

No. 1 ... \$2.75 per 100
No. 2 ... 2.50 per 100
No. 3 ... 2.25 per 100

GREGOR & CO.,

SOLE AGENTS

34, QUEEN'S ROAD CENTRAL, First Floor.
(W. POWELL & CO.'S OLD PREMISES).
Hongkong, March 7, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2633

FAIRALL & CO.

RAIN COATS. LADIES' UNDERWEAR. CORSETS.

SILK AND LACE TRIMMED CAMBRIC

UNDERSKIRTS.

HOSIERY, SHOES, AND GLOVES.

NEW STRAW HAT SHAPES.

22, QUEEN'S ROAD CENTRAL (Opposite Hongkong Hotel).
Hongkong, February 23, 1905. 1095

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply
THE MANAGER. 19

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to
THE MANAGER. 1413

LEADING SCOTCH WHISKIES.

THORNE'S BLEND ... Per Doz. \$12.00

CLAYMORE ... 14.00

LOCHABER ... 14.00

V. R. O. LIQUEUR (Square bottle) ... 16.50

THE VICTORIA DISPENSARY,

Wine and Spirit Merchants,
SOLE AGENTS.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Adventures of Louis de Rougemont ... 80

Coming Conquest of England; cloth ... \$2.90

Travels and Discoveries, by Kipling ... 1.75

The Loves of Miss Anne, by ... 1.75

Crockett ... 1.75

The Dream of Peace, by Gribble ... 1.75

Pitcher in Paradise—cloth ... 2.00

Vercilious, by Bacheller ... 2.00

Anderson's Mercantile Letters ... 2.70

Nautical Almanack. Lloyd's Almanack. Daily Mail Year Book.

Whitaker's Almanack. Whitaker's Postage. Xmas Pack. Xmas Judge.

CHAMPAGNE

LANSON PERE ET FILS

VIN 1898.

IN BOTTLES, 2 BOTTLES, AND 4 BOTTLES.

We have only a Few Cases of 4 Bottles, which we have ex-

pressly imported for the use of Invalids.

Telephone No. 75.

Caldbeck, Macgregor & Co.,
SOLE AGENTS.
Hongkong, March 2, 1905.

Intimations.

Milkmaid



BRAND
Milk
Guaranteed
Full Cream.



Largest Sale in the World.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
8, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

MITSUMI BUSSAN KAISHA
(MITSUMI & CO.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 105, HONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonsaki, Moji, Waka-
matsu, Kanbara, Nagasaki, Kuchinotsu, Saebou, Maidzuru, Miike, Hakodate,
Taipei &c.

Telegraphic Address: 'MITSUMI' (A.B.C. and A1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Kansai, Tohoku, Yamato, Mutsu, Murotsu,
Ogura, Otsu, Saikawa, Tsubakura, Yoshinaka, Yoshio, Yuzakura, and other
local.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gout, Rheumatism, Bilious Affections.

The Physician's
Cure for Gout,
Rheumatic Gout,
and Gravel.

Safest and most
effective medicine for
Infants, Children,
Delicate Females,
and the Sick.

Sickness of Digestion.

DINNEFORD'S MAGNESIA

A PERFECT BEVERAGE.

Preferred by Connoisseurs
for its high quality and
delicious natural flavor.

van Houten's Cocoa

Rich in nourishing and
stimulating properties, it
builds up and invigorates
the system.

Best & Goes Farthest.

Intimations.

MITSUMI BISHI GOSHI-KWAISHA
(MITSUMI BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI,'

which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABO 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUMI BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBÉ, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & Co.

CHINKIANG: GRADING & Co.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armaments, the Imperial Rail-
way, Sanyo, Kurehara and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korea ports and America.

SOLE PROPRIETORS of Tachibana,
Ochi, Shinow, Namanu and Kani-
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa)
and Matsushima Coals.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Tak-
ashima Colliery have been completed and
this well-known best and most economical
steam Coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, February 14, 1905.

WING FAT,

IMPORTER AND EXPORTER
AND
SILK MERCHANT.

JEWELLERY DEALER AND GOLD
AND SILVERSMITH.

HAS always on hand a Specially Select-
ed Assortment of every kind and
pattern of Chinese Manufactured SILKS,
CURIOS, IVORY WARES, and best
quality of China Grass Cloth and Chinese
Embroideries.

Also
Best kind of Manila Cigars.
Inspection is cordially solicited. Prices
very low.

No. 68, QUEEN'S ROAD CENTRAL.
Next Door to Business Club.
Hongkong, November 1, 1904.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.

41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.

Hongkong, July 28, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,

97, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania,
U.S.A.

Hongkong, July 28, 1904.

SIEN TING,

Surgeon Dentist.

No. 14, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 24, 1905.

THE PREPARATIONS

OF

Mrs ELLEN, SKIN SPECIALIST.

BRIGHTON, England, are unsurpassed
for Creating, Restoring, and Pre-
serving Beauty. Their application impart
to the Face, Neck and Arms a Delicate
Softness, the Fresh Tints of Health and the
Odour of Flowers. To preserve her beauty
is the natural ambition of every woman of
culture. THE CREAM, POWDER, and
LOZONS prepared by Mrs ELLEN her-
self are not only quite harmless, but being
natural skin nutrients, are distinctly ben-
eficial.

SOLE AGENTS

A. S. WATSON & Co., Ltd.,

Hongkong Dispensary.

Hongkong, September 26, 1904.

KWONG TY CHEONG,

Late of No. 4, QUEEN'S ROAD CENTRAL.

CHINESE & JAPANESE CURIO
DEALER.

PRICES VERY MODERATE.

8, D'ARQUILL STREET, HONGKONG.

Hongkong, October 20, 1904.

AH-PONG.

SHIP AND HOUSE PAINTER.

GILDER, GRAINER, AND SCRAPPE, CARPENTER
AND CARPENTER.

No. 44, DES VŒUX ROAD CENTRAL.

Hongkong, February 20, 1905.

Intimations.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY
MEETING OF SHAREHOLDERS
in the Company will be held at the COM-
PANY'S OFFICES, No. 8, Queen's Road
Central, Victoria, on THURSDAY, the
9th March, at 12 o'clock Noon, for the
purpose of receiving a Statement of Ac-
counts and the Report of the Directors for
the year ending 31st December, 1904.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from 24th inst.,
to the 8th proximo, both days inclusive.

By Order,

C. PEMBERTON,
Acting Secretary.

Hongkong, February 9, 1905.

CHINA SUGAR REFINING CO.,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDIN-
ARY ANNUAL MEETING OF THE
SHAREHOLDERS of the Company will be held at the OFFICE OF THE GENERAL
AGENTS, on THURSDAY, the 23rd
March, at noon, for the purpose of re-
ceiving the Report and Statement of Ac-
counts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from 10th to 23rd
March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 4, 1905.

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at the
OFFICE OF THE GENERAL AGENTS,
PEDDARS STREET, THURSDAY, the
23rd March, at 12.30 p.m., for the
purpose of receiving the Report and State-
ment of Accounts to 31st December,
1904.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from 10th to 23rd
March, 1905, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 4, 1905.

GEO. FENWICK & CO., LTD.

NOTICE.

THE SIXTEENTH ORDINARY GEN-
ERAL MEETING OF SHARE-
HOLDERS of the Company will be held at the HONG-
KONG HOTEL, on SATURDAY, the
11th day of March, 1905, at 11.30 a.m., for
the purpose of receiving the Report of the
Directors, despatching a Dividend, and elect-
ing Director and Auditor.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 8th until
11th March, both days inclusive.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 1st March, 1905.

GEO. FENWICK AND COMPANY,
LIMITED.

NOTICE is hereby given that an
EXTRAORDINARY GENERAL
MEETING of this Company will be held at
the HONGKONG HOTEL, Victoria,
Hongkong, on SATURDAY, the Eleventh
day of March, 1905, at 11.45 a.m., in the
Forenoon, when the subject of resolution
will be proposed:—

"That Article X of the Company's Ar-
ticles of Association and its marginal notes
be, and the same are, hereby cancelled, and
that there be substituted therefor the in-
terested Article and marginal notes
namely:—

Power to

increase

capital.

Terms and
conditions

of new
issue.

When to be
offered to
existing
members.

How far
new shares
to rank with
original
shares.

Should the
required majority
be confirmed by
second extraordinary
meeting which will
be subsequently convened.

By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Dated 1st March, 1905.

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FLOOR, with Basement, suitable
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Hongkong, February 23, 1905.

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Hongkong, January 26, 1905.

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SEMI-DETACHED HOUSE in Robinson
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Apply to
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Position, grand view; 5 minutes'
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roomed Bungalow with Tennis Lawn
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ROAD CENTRAL, suitable for Bachelors.

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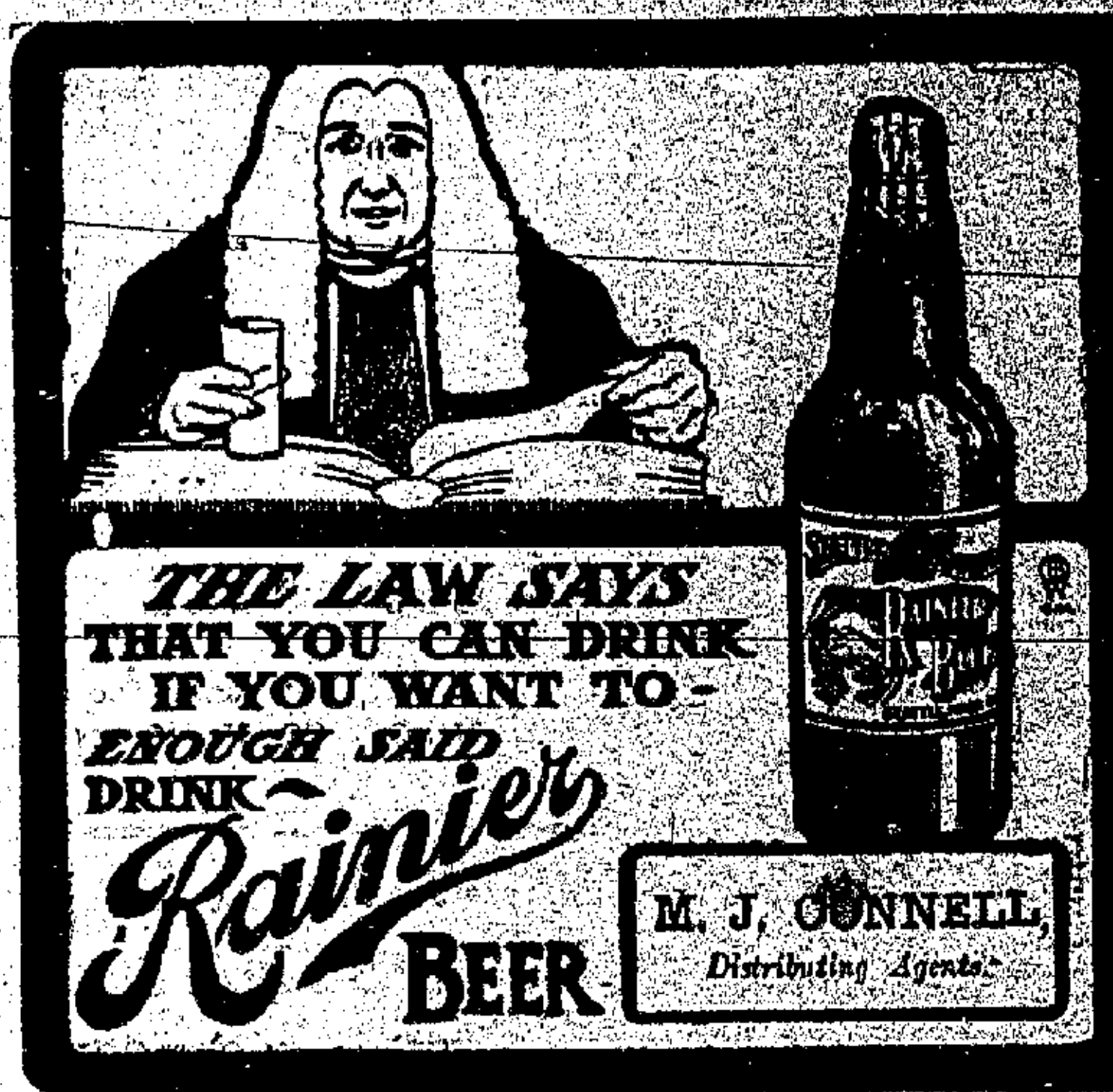
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NO. 1, STEWART TERRACE, The
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A HOUSE in WONG NEI CHONG ROAD,
PLATS in MORRISON TERRACE, facing the
Polo Ground.

OFFICES, in Course of Erection, Con-
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GODOWNS PRATA EAST.

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SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS.

Apply to
LAUTS, WEGENER & CO.

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For 6 months from 1st May.

Apply to
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FLOOR, with Basement, suitable
for Office, Shop or Godown.

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Hongkong, February 23, 1905.

TO LET.

SINGLE or DOUBLE FLOORED.
GODOWN; also LAND To Let or
For Sale, in Wanchai Road.

Apply
THE ROBINSON PIANO CO., LTD.

Hongkong, January 26, 1905.

TO LET.

SEMI-DETACHED HOUSE in Robinson
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HUMPHREYS ESTATE AND
FINANCE CO., LD.

Hongkong, February 26, 1905.

TO LET—IN KOWLOON.

ONE FOUR-ROOM FLAT, in Central
Position, grand view; 5 minutes'
walk to Ferry. Rent Moderate to suitable
Tenant. Apply for full particulars to

DOUGLASS & POLLOCK,
63 & 64, Elgin Road, Kowloon, and
1 & 3, Wellington Street, Hongkong

Hongkong, February 24, 1905.

TO LET.

2 NEW HOUSES, To Let, in CASTLE
ROAD.

Apply to
SAM WANG

ATTEMPTED MURDER.

Attack on a Policeman.

Before Mr. H. J. Gompertz, at the Magistrate's Court, this afternoon, Wong Kwong Fat, Chan Tei and Lai Fat, were charged with having attempted to murder one Fan Ching at the village of Un Long, in the New Territory, on January 31.

Chief Detective Hanson appeared to prosecute, and accused each of the charge. Fan Ching, sergeant of police, stationed at Antau, stated that on the morning of the date in question he went to the village of Un Long and there arrested a man on suspicion of having illicit opium in his possession. He was proceeding to the station with his prisoner when the three defendants came up and ordered him to let the man go. He refused to do so and the first defendant then seized him by the queue and pulled him down while at the same time the other defendants attacked and struck him. He was compelled to release the man and the defendants kept striking him until he became unconscious. His revolver was taken away by one of the defendants, and amongst his injuries were several wounds which had to be stitched up at the Hospital. The defendants also knocked one of his teeth out. He recovered consciousness after having been carried to Antau Station and was from there sent to the Government Civil Hospital, where he was still a patient.

Further evidence was given showing that the sergeant was very dangerously injured and for some time was not expected to recover from his wounds. The defendants were subsequently arrested on the present charge.

The case was proceeding when our report closed.

A VALUATOR'S FEE.

Messrs William Powell Snod.

At the Supreme Court, in Summary Jurisdiction to day, Messrs Carmichael and Clarke sued Messrs William Powell, Limited, for \$600, being fee for supplying a valuation of Messrs Moore and Selmond's business.

Mr. E. J. Grist (for Messrs Wilkinson and Grist) appeared for the plaintiff while Mr. M. J. D. Stephens represented the defendant.

Mr. Stephens asked that the case be referred to the Registrar, as the defendant admitted that a certain sum was due. They contended that the claim was excessive, but were willing to pay a fair sum; they had no wish to do anything else. The stock list extended over thirty-eight foolscap pages and he thought the time of the Court ought not to be taken up by going through it. If the case was referred to the Registrar, who probably knew more about figures than the Court, it could easily be settled. There were certain rules governing valuation charges in force in England, but he did not know whether they were in force here. He was willing to meet the other side on fair terms.

Mr. Grist—It is not a question for the Registrar.

The Puisse Judge—We will get on with the case. Mr. Grist—It appears that the plaintiff in this case was employed by the defendant to make a valuation of a ship-chandler's business. At that time Messrs Powell, Limited, had understood, were thinking of taking over the business. Plaintiffs valued the stock and upon considerable amount of time, over \$300, \$400 and \$450 and finally they paid into Court \$400. The question was what was the reasonable fee.

Mr. Carmichael gave evidence and stated that he, in accordance with an agreement made with Mr. Gaskell, employed Mr. Galt to assist him. In addition to valuing the stock, witness valued a steam launch for defendant's fee for which was \$100. He had been verbally offered \$450 by Mr. D. Macdonald in settlement of his claim. He understood that Mr. Macdonald was acting on behalf of Mr. Gaskell.

Mr. A. H. Skelton (of Messrs Lane Crawford and Company) gave it as his opinion that the fee charged was not an excessive one. For valuing stock for insurance firm witness had received \$100 for a afternoon's work.

Mr. H. Eyre (Manager of the defendant firm) stated that he was familiar with stock-taking in his own business. He took six days to take stock of Messrs Powell's gentlemen's department, which amounted to \$28,800. He thought an expert would charge about \$12/12 in England to value a similar business; here one would probably charge \$200. Prices were a little higher here than at home.

His Lordship gave judgment for the plaintiffs for \$500 with costs. He remarked that it was a pity that there was no agreement between the parties before the valuation was made, and also that there was no real charge existing in the Colony. The only expert evidence he had before him was that of Mr. Skelton, who was of opinion that the valuation was clearly worth the amount charged.

Warrior for him—Is your husband up yet? Inquired an early morning caller. I expect he is, replied the stern-looking woman who had opened the door. I'd like to say a few words to him. So would I. He hasn't come home yet, she added.

WITH OKU IN MANCHURIA.

IMPRESSIONS OF WAR.

The First Experience of Fire.

[FROM THE CHINA MAIL, BY F. LONCE PRATT.]

I. A brief foreword. Nothing is claimed for these articles except that they represent impressions on the battlefield. The writer does not pretend to any special technical knowledge, so the reader need not be afflicted. There is going to be no long dreary discussion as to what this general or that should have done in certain circumstances. These unfortunate field officers will have to plough along without the benefit of my advice; I will have to bear up bravely under the deprivation of not receiving my commendation; and they may also sigh relievedly inasmuch as they are not compelled to squirm under my censure. They need not worry. Others even less fitted than I to sit in judgment, are daily adding to the world's bewildering and lack of knowledge in this direction. One thing more. There is going to be no endeavour to present these writings in formal order, marching after such other in regulated sequence like the giggling inmates of a girl school out for a promenade. They will appear just as they were jotted down in my note book at the time.

We knew that we would be fairly in the midst of it that day. The previous afternoon we had watched our artillery searching the hills to the north of Anshantien. Also we were privileged to witness the change of the Japanese infantry, one of those force irresistible onslaughts of a body of men to whom death, if not a welcome visitor, was infinitely more desired than defeat, even though defeat brought no dishonour in its train. The three black lines which we knew were our infantry went their way up the hill which was the key to the Russian position; and with its gracious green breast scarred by a brown ribbon which betrayed the Russian trench. Here it may be observed that in the earlier days of the campaign the Japanese trenches indicated markedly the difference of their methods. Had that been a Japanese trench it would have been invisible. The earth excavated would have been scattered about so that no tell-tale smudges upon the grasses would have betrayed the position. The breastwork would have been faced with green sods or with hawthorn which was then young and lush. But the Russians despised these precautions—at first. Afterwards they were not above adopting this and many other expedients, the value of which had been taught them by their under-estimated foe. The Russians broke from their trenches and fled, unable to face the quivering lines of cold steel in the hands of men who knew well how to use that bayonet which armchair experts have told us is as much a thing of the past as the musket and the battle axe. The show was over, so we sauntered down and commandeered the station-master's residence at Anshantien, feeling, shall I confess it, terribly dissatisfied. We had certainly seen our first battle, but we had not seen it as it should be. We had seen it as it is, rather than as we had seen it as it should be. We had seen it as it is, rather than as we had seen it as it should be.

The morning repaid us. Long before dawn we were cantering northward whence came the sound of big guns angrily growling at each other. At times we galloped to get past something which in that intolerant, not weather had already become an offence to high Heaven. When morning broke we were upon the battlefield of Shahuopu, a field, whence more than one of the 'old hands' thought the Japanese would not move—indeed they had their backs to it. The whole thing seemed to us to be a farce. There was nothing at first to suggest bloodshed. Away to the north along the ridges of the Shoushan range the fleecy clouds bursting showed us that our artillery were pouring showers of shrapnel bullets into the trenches. Yet so beautiful were these snow-white clouds rising vividly against the rich clear blue of the sky that it was indeed hard to conceive that out of their bosoms was bursting that death hail which might well shatter the nerves of the strongest man.

Lying under the protection of a fold of hill was one of our brigades waiting the order to advance to the assault. That order never came by the way until the next day, and all through the interval these brave fellows lay there with the enemy's shells whirling out a few of them every now and then. What is the horror of it, the seemingly endless waiting with death darting down upon you from a sunny sky, with nothing in front, but the stone-ribbed hill which shuts off sight of the foe, who, however, has a very accurate knowledge of your position and is using his artillery accordingly. By the way, I could not persuade myself that the thing was genuine. Close to me lay General Oshima, commander of the third division. He bowed as he accepted a light for his cigarette from one of his staff officers. Behind me I heard a laugh. "What about lunch, old chap?" "I have had lunch, who had seen more than one campaign, spoke the reality of the business was brought home to me. A supply train of about twenty carts was dragging its way through the twelve foot high kilaolung. Suddenly a prussian shell lodged right in the middle of the train, which was about 200 yards from the hill from which we were firing. In quick succession some three or four more shells lodged in the midst of the train.

It was one of the foreign officers who spoke. He was an artillery officer and his dream goes in his own country. "If that man had the least trace of elevation," he said, "Neither you nor I, my young friend, might have the trouble of watching this battle to-morrow." He was right. The next moment, for the first time, I heard the screech of a shell directly overhead. The sound is a weird one and would be calculated to appal one if heard in cold blood. It is a noise like nothing else in the world. There is something indescribably sinister about it. There is something of mischievous, something of querulousness, and everything of it is characteristic of it. Once I thought of trying to describe it as the noise of a querulous woman rising to murder would make when springing upon her foe. Upon second and better thoughts I decided to leave it undescribed. "Now, did I tell you, I will tell the whole truth and shame the devil. There are men

who, from a sense of morbid pride, might try to disguise, to wrap up the truth, in words. I am not of those—except when it pays me well. I will freely and frankly and fearlessly admit that I found myself experiencing at that inspiring moment—absolutely nothing. With the roar of big guns thudding unceasingly at our ears we had our lunch, we chatted about all sorts of subjects as remote from war as a correspondent is from grace, and we smoked. Later on, during the battle of Liaopung, Whiting of the Graphic and I, having escaped from the well intentioned but extremely galling supervision which the authorities kept over us, were favoured with an actual thrill. We had the joy of getting into a high place and of having shells screaming round us. On that occasion when a shell whizzed past my companion and I as we were speaking to some Japanese officers outside the trench, my mind was an absolute blank for the space of two or three seconds. At the time I was knowing one officer one of the more or less generally more, useless maps with which I had provided myself when the cautious screech, scream, or whatever you like to call it, smote upon our eardrums. How—it was done I know not but two moments later I found myself sitting upon a Tommy in the trench. My first sensation was one of utter bewilderment, next, of something very like apprehension, and then a ripple of laughter ran along the trench in which no one joined more heartily than Whiting and myself. That's how it feels. But, of course, I have strayed away from my subject, the "first time" sensation. It is a habit of mine. There has been a world of self-analysis poured out over the sensation of being under fire for the first time. Most of it I am convinced is writing for either's sake or for the purpose of displaying one's own ability. Everyone of the other men whom I compared notes came to exactly the same conclusion that I did, i.e., that one is in too great a state of tension to think about personal matters at all. The immensity of the drama being enacted before you, and which by its very nature grows to understand, entirely absorbs your consciousness and the most timid forgets the small personal danger as he watches the progress of a mighty conflict in which the fate of nations is involved.

INTERNATIONAL CRICKET.

Australia's Prospects.

In commenting upon the Australian Cricket team now on the way to England, via New Zealand and America, the Sydney Referee says:—The general impression is that the team is comparatively weak in bowling, and that its prospects of recovering 'The Ashes' taken to England by Warner's team last season are not better than moderate. The bowlers in the team are Noble, Hopkins, Cotter, Howell, McLeod, and Armstrong, with Laver and Trumper as emergencies. . . . There is neither a left-hand bowler nor a slow bowler on the side. All the bowlers are right-handers. Five of them about the same pace and off-break bowlers, one fast, and one (Armstrong) slow-medium. If this team succeed in beating the pick of England on English wickets, they will need the assistance of no end of good luck, or some of the bowlers will need to develop qualities they have never disclosed on Australian wickets. Noble is easily the greatest bowler on the side, but he is not the sort of bowler to stand the wear and tear work of a lengthy tour, and at the same time to go through the labor of getting runs as consistently as he is accustomed to get them. Cotter, Hopkins, and Armstrong are the only men likely to do the regular work of bowling in two matches a week, and though Cotter is likely to improve, and become a great fast bowler, not one of them is at present by any means a great bowler. There is a good deal of the experimental in the selection of the team. It is the only one of first-class cricket so long. In 1902 he scored nothing like his form of five years back, and he has since done nothing at all in important cricket. If Darling were as great a batsman as he was in his prime he would add material strength to the side on bad wickets. But, judged by his display since 1900, he is nothing like the batsman he was. If he strikes form he will be of very great assistance on bowlers' wickets against the left-handers. But will he strike form? Probably not. Another debatable point about Darling's selection is that he takes the place which should be occupied by a bowler. If Darling is worthy of selection one of the other batsmen should not have been picked. Australian bowling as represented by these who have taken part in this season's first-class cricket is not strong, and no matter what the bowlers, the combination would not be a great one. Nevertheless one believes that the bowling of the team as now selected could be improved both in quality and variety.

It has been stated in different newspapers that Howell is more dangerous on English wickets than on Australian, and for that reason his selection is justified. But is Howell more dangerous on English wickets? I have never seen him look dangerous on a slow wicket, and if it is a fiery one he then becomes a real bowler. At least, he used to. C. E. McLeod may do better this year than he did in 1899, but he has not done much in Australia to warrant one's hopes flying very high. If Australia could not win the rubber against Warner's team on Australian wickets, it is likely that England, reinforced by Jackson, Fry, Ranjitsingh, and MacLaren, and on English wickets, will go down before a weaker lot of Australian bowlers. It is not to be remembered, Trumble played in four of last season's Test matches. Australia's hope is that the unexpected often happens at cricket.

The averages in all Test matches of the bowlers selected to visit England as members of the Australian Eleven, given below, do not disclose any great all-round dead-ends.

	Wickets.	Runs.	Aver.
A. Catter...	11	150	13.63
M. A. Noble...	94	2024	21.53
A. J. Hopkins...	13	241	25.23
C. E. McLeod...	23	890	38.78
W. P. Howell...	35	1244	35.54
F. Laver...	7	232	33.14
W. W. Armstrong...	4	353	88.75

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SHIPPING COMPANY'S LIABILITY.

Non-Delivery of Cargo.

The case in which the Mutual Stores sued the Toyo Kisen Kaisha for \$117.60, being damages for breach of duty by short delivery of fourteen cases of preserved sugar corn and for wrongful detention of same, was concluded in the Summary Jurisdiction of the Supreme Court, before His Honour Mr. T. Sercombe Smith, to-day.

Mr. D. V. Stevenson (of Messrs Dancon, Looker and Deacon) appeared for the plaintiff, while defendant was represented for by Mr. H. G. C. Bailey (Messrs Johnston, Stokes and Master).

Evidence was given to the effect that the sugar corn was shipped in San Francisco for the plaintiffs on the "Nippon Maru." When the vessel reached Kobe she was taken off the line by the Japanese Government and her cargo transhipped to the "Shawmut." When the "Shawmut" arrived in Hongkong it was found that 7,000 cases of goods had been short shipped, among which were the fourteen cases of sugar corn. The balance of the cargo of the "Nippon Maru" was sent to Hongkong by the "Olympia," and all of it, excepting the sugar corn, was taken delivery of without notice being sent to the consignees. An advertisement has been published in the local papers calling upon consignees to present claims for damaged cargo on or before February 8, otherwise they would not be entertained. On March 22 a notice was sent to plaintiffs to take delivery of the fourteen cases of sugar corn, but after inspection the plaintiffs declined to do so. Judgment was delivered for plaintiffs with costs.

AN ANGLO-CHINESE MARRIAGE.

English Girl and a Mandarin's Son.

Leaning affectionately on the arm of a slim young man, with the unmistakable physiognomy of a Chinaman, there emerged from Holy Trinity Church, Marylebone, London, recently, a charming-looking English girl, dressed in white, a dainty violet-trimmed hat perched on a cluster of wavy brown hair.

A quarter of an hour previously she had entered the church as Miss Nina Alberta Vern Tomalin-Potts. She now drove away in a hansom cab with the almond-eyed bridegroom, as Mrs. Yung Hsi Hsiao. Miss Tomalin-Potts, a Norwegian beauty, had married the son of a Chinese mandarin. As she stood at the altar, all smiles and blushes, the bride obviously recked nothing of the solemn warning issued a few years ago by the late Mr. Herbert Spencer, who declared that the union of a European with a member of the yellow races is a great sociological disaster. But love laughs at such the gravest warnings of philosophers. The ceremony was a very quiet one. Only one uninterested visitor looked on. This was a German gentleman, who explained to an official that he was touring England, and that while at Mrs. Tussaud's Exhibition he had heard that a Chinese wedding was about to take place at the neighboring church.

'But where is the bridegroom's pignail?' he inquired, in perhaps too loud tones to be comfortable for Mr. Yung Hsi Hsiao and his two attendant Chinese friends. The bridegroom and his countrymen were shown to take place at the neighboring church.

The vicar, finding himself unable to officiate, deputized the task of tying the nuptial knot between the East and the West to his senior curate, the Rev. Cecil W. Wilson. The quaint-looking bridegroom—for he looked very Celestial despite his carefully-fitting frock coat and neatly creased grey trousers—wore a large pink carnation presented to him by the bride's mother. Mr. Ah Goo, private secretary to Mr. Chow-tsoai, fulfilled the duties of 'best man.' The party drove in cabs to the Criterion Restaurant for breakfast.

Then Mr. and Mrs. Yung Hsi Hsiao left for Bournemouth on their honeymoon—as one of the guests observed. It is only three years ago that young Yung first came to England with a view to qualifying for a position on the staff of the Chinese Embassy. Unable to speak a word of English, he led a lonely, studious existence at his lodgings in Norfolk. Then one eventful day he received an invitation to a tea party. The lady who handed him a cup of his national beverage was a tall, slim girl. Yung Hsi Hsiao seized the first opportunity which subsequently offered of conveying to Miss Tomalin-Potts the impression which she had made upon him at the tea party—an undertaking attended with some difficulty in consequence of the Oriental lover's unacquaintance with English. Miss Tomalin-Potts, however, undertook to teach the Chinaman that language and she ever began to understand each other better. In gratitude, Yung Hsi Hsiao taught his sweetheart Chinese.

'How Mr. Van Veldt's expression has hardened!' 'Yes,' answered his best friend. 'He used to have a nice, mobile countenance—now it is an automobile countenance!' Finer Barrieter. 'I had to discharge my confidential man to-day. He didn't know enough for the position.' Second Barrieter. 'I discharged mine also. He knew too much!' ZYMULE TOOTH POWDER is perfect; it is applied with difficulty, cleanses and preserves the teeth, very refreshing.

BY WHARF AND WAVE.

Before Mr. H. J. Gompertz, at the Magistrate's Court, this morning, three Chinese boat-owners were fined \$3 each for obstructing the steps of Winglok Street so as to prevent other vessels from coming in, on the 7th inst.

The steamer "Rockton" which recently arrived in Kobe, was, says the Sydney Morning Herald, purchased by Messrs Dodwell and Company from the A. U. S. N. Company at a satisfactory figure. Just before the date fixed for the "Rockton" to sail from Sydney she was refused clearance papers by the Customs authorities owing to a rumour that she had been disposed of to the Japanese Government. The matter was referred to the Minister for Customs, and after making exhaustive inquiries he was satisfied that there was no truth in the rumour, and ordered that the vessel, which had been detained for two days in Sydney Harbour, should be forthwith released. The A. U. S. N. Company, however, was required to enter into a bond in the sum of \$10,000 that the "Rockton" would not be sold to either of the belligerent Powers, and this assurance was really given by her late owners.

Before the Hon. Captain Barnes-Lawrence, at the Marine Magistrate's Court this morning, the master of the steam launch "Wing On" was charged with using his steam whistle for other than the purposes of navigation. The defendant admitted the charge and was fined \$5. The master of the launch, "Hoi Yuen" was also charged by Mr. Basil Taylor with neglecting to observe the rules of the road while in the harbour on March 7. He pleaded guilty and was fined a similar sum.

Ho Toi, master of ballast-boat No. 8, 1023 H., was charged with disobedience of the lawful orders of the Harbour Master. It was stated by P. C. Brennan that at 8 a.m. a police launch was keeping the range clear for gun practice off Stonecutters Island, when the defendant was approaching under sail. He was ordered to keep clear of the range but would not do so. A fine of \$5 was imposed.

The Norwegian ship "Marpesia" was lost at sea on Christmas Day by an explosion of naphtha, resulting in the death of 11 members of her crew. The "Marpesia" sailed from New York for Cotte, France, on December 9, with a cargo of naphtha, and had been out only a day or two when her troubles began. One gale succeeded another, but all were weathered safely, and without much damage, until December 17. On that day the ship was battered and knocked about in a maddest manner. Her voyagers were carried away at the decks, her hold began to fill, and the cargo of cases of naphtha began to warp back and forth with every movement of the vessel. Soon the cases began to give way under the strain, and in a little while the freed naphtha was floating on top of the water in the hold. Gas from the fluid accumulated steadily, and on Christmas Day the "Marpesia" was a loaded bomb, needing only the slightest spark to blow her to atoms. How the spark reached the highly charged hold will never be known, but suddenly there came a terrific report, the forward decks shot up into the air with a crash and a roar, and in a moment the entire ship was wrapped in flames. Those of the 18 men on board who had not been caught in the first burst threw themselves over the side of the flaming ship into the sea. Those who were saved, and the seven who have followed their companions to an early death had not the Danish steamer "Gallia," which chanced to be in the vicinity, come to their aid. The "Gallia" landed the men at Bermuda, whence they were taken to New York by the steamer "Thimble."

Oh, wan White Czar of Russia, who hid your face and ran. You've flung after the grandest chance that ever came to man! You might have been a d could have been—ah, think it to your shame!—The Czar of all the Russias, in fact as well as name.

"The Father of your People" your children called to you To do the things to save them which only you could do. Your soldiers whipped their faces—their trodden snout is red With the blood of man and woman—and the blood is on your head.

I saw in dreams a monarch—of his pomp all unware—Step down amongst his people from off his palace stair: The Grand Dukes shrank and trembled, the traitors fled afar—Through all the mighty Russias rang the greeting for the Czar! You might have journeyed freely, wherever path is made. Through all your vast dominions, alone and unafraid. And, in the eyes of subjects, the cultured and the rude, Have soon, instead of hatred, the tears of gratitude.

Oh, little Czar of Russia, a weak man and a fool, At the mercy of your nobles—their prisoner and a tool. Your freedom and your people's and their love was to be won—Ah, me! it would have been a deed a coward might have done.

Yet we who know so little might say one word for you—How many in our weakness have lost our kingdom, too! And, facing death and exile, when all the world seemed black. How many in our after-strength have won our kingdoms back! HERMAN LAWSON, in Sydney Bulletin.

To-day's Advertisements

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AUSTRALIAN FRESH MEATS.

BLEE—Sirloin	per lb. 30 cents.
Rump Steak	" 30 "
Porterhouse Steak	" 30 "
Suet	" 18 "
Soup Meat	" 18 "
MUTTON—Legs	" 32 "
Loin Chops	" 32 "
Rib Chops	" 28 "
Fore Quarters	" 24 "
Breast	" 12 "
Sheep Tongues	each 20 "
Sheep Kidneys	each 5 "
LAMB—Hind Quarters	per lb. 35 cents.
Comed Brisket	" 25 "
Loin Chops	" 36 "
Rib Chops	" 34 "
Fore Quarters	" 30 "
PORK—Legs	" 45 "
Loins	" 40 "
Chops	" 30 "
Shoulders	" 30 "
Sausages	" 50 "
Fritz Sausages	" 60 "
CORNE MEAT (OUR OWN PICKLING)	
BEEF—Corned Round	per lb. 35 cents.
Corned Brisket	" 25 "
PORK—Corned Brisket	" 30 "
POULTRY.	
HOUSE FEEF-CAPONS and CHICKENS (own feeding)	per lb. 32 cents.
HOUSE FED TURKEYS (own feeding)	per lb. 70 cents.

SPECIAL NOTICE. All the Meat imported by us is officially examined and certified in perfect condition before shipment. Hongkong, March 8, 1905. 502

NOTICE TO RESIDENTS.

THE RISE IN MEAT PRICES.

(To the Editor of the CHINA MAIL.) DEAR SIR,—I was pleased to see Householder's letter in your last evening's issue. Let us all combine and buck up the Dairy Farm Co., and we will soon break the back of the Guild. I am a shareholder and so really get my meat cheaper than long market rates, for the simple reason that I am refunded the profits on my purchases in dividends. The Co's shares may be purchased through any broker, thus we have a Meat Co-operative Society ready established.—Yours faithfully, MEPHANAC. Hongkong, March 6, 1905. 500

Entertainments.

THEATRE ROYAL.

CITY HALL.

THE DALLAS-BANDMANN

OPERA CO.

CONSISTING OF

35 ARTISTES 35

TO-NIGHT!

WEDNESDAY, March 8,

'THE ORCHID.'

FROM THE Gaiety Theatre, London.

TO-MORROW (THURSDAY), March 9,

Grand Production of

'THE CINGALEE.'

The Successful Musical Comedy Now Running at Daly's Theatre, London.

FRIDAY AND SATURDAY,

MARCH 10TH & 11TH,

'THE CINGALEE.'

Doors open 8.30 P.M. Commence 9 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO Company.

Late Train 15 minutes after the Performance.

F. C. GARTON, Business Manager.

Hongkong, March 8, 1905. 409

FRENCH TAUGHT AND TRANSLATIONS done by a FRENCHMAN.

Apply

Care of 'CHINA MAIL' Office.

Hongkong, February 16, 1905. 338

THE WINE GROWERS

SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS

from well-known GROWERS, BREWERS and DISTILLERS.

PRICES LIST ON APPLICATION.

BARRETT & CO., Agents.

No. 22 & 24, PARK B. BUILDING, Queen's Road.

1091

ROBINSON PIANO COMPANY, LTD.

30 YEARS IN CHINA WITH

17 YEARS' EXPERIENCE

OF THE CLIMATE OF HONGKONG

MANUFACTURE

THE ONLY

PIANOS

MADE IN HONGKONG FOR THE CLIMATE OF HONGKONG.

\$340 TO \$495.

CASH, HIRE or CREDIT.

PIANOS

RETURNED FROM HIRE

AND THE PROPERTY

OF CLIENTS GOING

HOME.

\$100 to \$300.

BECHSTEIN

ROYAL PIANOS.

TALKING

MACHINES.

RECORDS

\$1.70 each.

WEISMANN LTD.

Shipping.

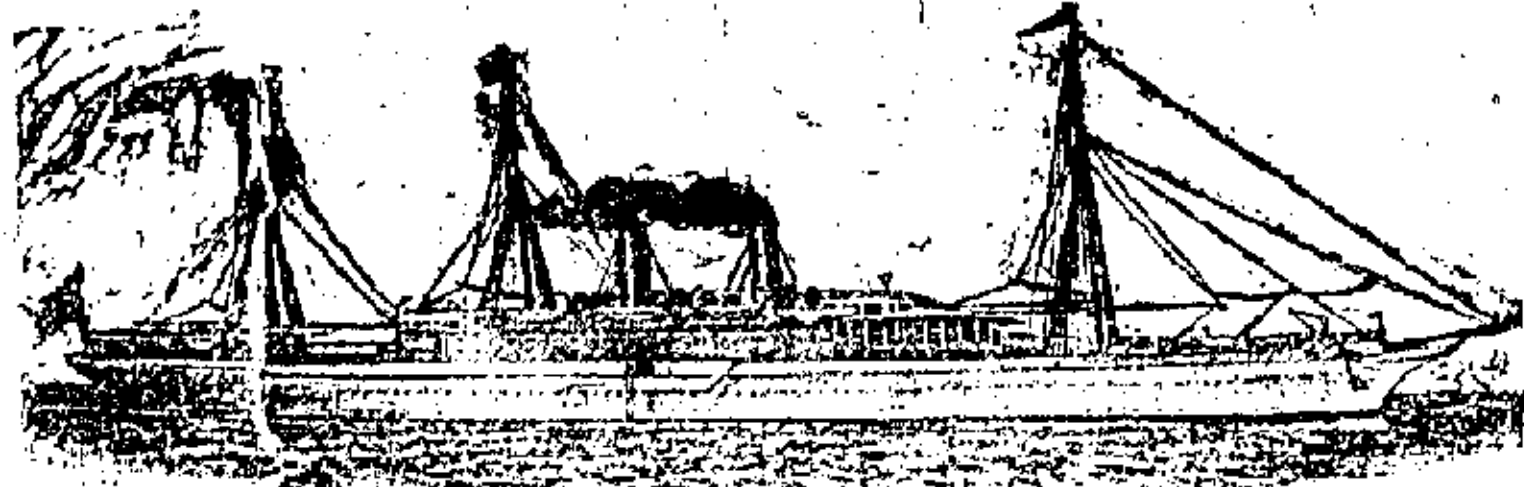
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
Kobe	Tientsin	March 11th	Freight only.
LONDON, &c.	G. D. GOLDSMITH, R.N.R.	March 11th	See Special Advertisement
SHANGHAI	G. PHILLIPS	March 11th	Freight and Passage.
LONDON & ANTWERP, Via	F. N. TILAND	March 11th	Freight and Passage.
SPAIN, PAGO, OCHO, PORT	E. P. MARTIN, R.N.R.	March 11th	Freight and Passage.
YAMAHA, VIA SHAL, MOJI	C. F. LOCKSTONE	March 11th	Freight and Passage.
AND KOBÉ (Passing through the INLAND SEA.)	R.N.R.	March 11th	Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 7, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C. Having 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. STEAMSHIP	Tons	Day	Time
R.M.S. ATHENIAN	3882 Tons	Wednesday	Mar. 15.
R.M.S. EMPRESS OF CHINA	6000 Tons	Wednesday	Mar. 23.
R.M.S. EMPRESS OF INDIA	6000 Tons	Wednesday	Apr. 12.
R.M.S. TARTAR	4425 Tons	Wednesday	Apr. 26.
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday	May 10.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262. Intermediate on Steamers, £40, £42.

THE magnificent "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, PRINCE STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, the INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON.

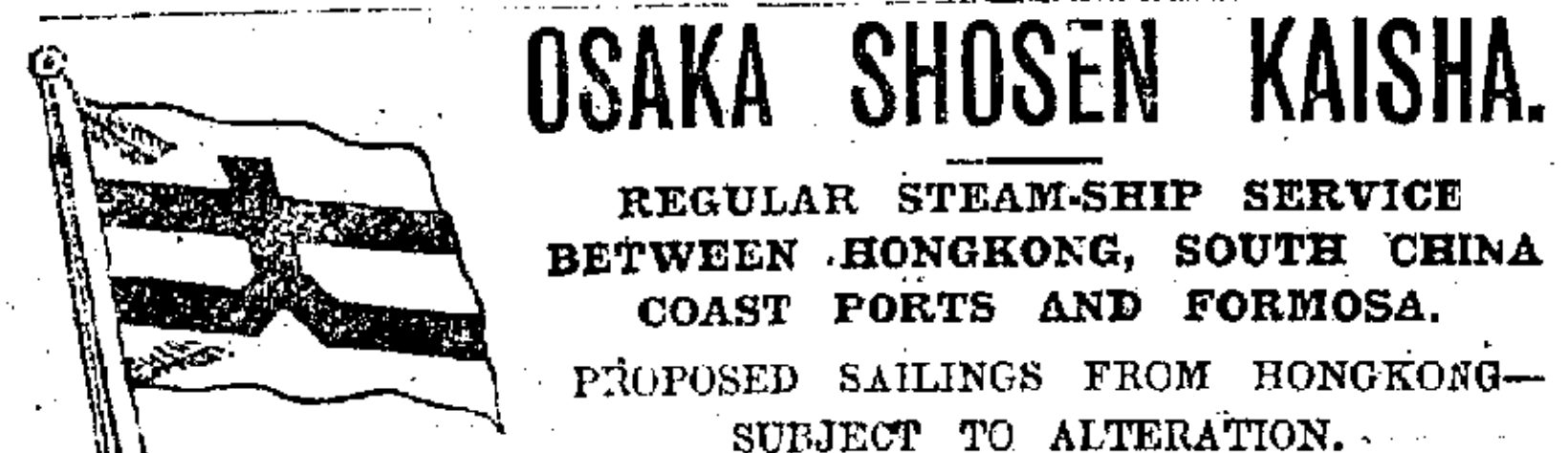
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL AT DAYLIGHT ON
ARAGONIA	5128	SCHULTZ	Mar. 10, 1905.
NICOMEDIA	4976	WAGNER	Mar. 21, 1905.
NUMANTIA	4976	BEHMER	April 20, 1905.
ARABIA	4483	BAILE	May 11, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, March 2, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSU, VIA SWATOW AND AMOY	FRITHJOF	SUNDAY, 12th Mar., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	TRIUMPH	WEDNESDAY, Mar. 15, at Daylight.
TAMSU, VIA SWATOW AND AMOY	JOHNSTON	SUNDAY, 12th Mar., at Daylight.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 6, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, March 6, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captains	To SAIL
PLEIADES	3752	F. G. Purinton	About Mar. 30.
SHAWMUT	3608	E. V. Roberts	About April 13.
TREMONT	3608	T. W. Garlick	About May 6.
LYRA	4417	G. V. Williams	About May 15.

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. TREMONT, 3608 tons, Capt. T. W. Garlick, About 18th April. S.S. LYRA, 4417 tons, Capt. G. V. Williams, About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The two new s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, March 4, 1905.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	PERICLES	10th March.
GLASGOW AND LIVERPOOL	ALCIBIOUS	18th March.
GLASGOW AND LIVERPOOL	OLYMPIA	21st March.
GLASGOW AND LIVERPOOL	KAISOW	25th March.
GLASGOW AND LIVERPOOL	AGAMEMNON	28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	STENTOR	14th March.
* GENOA, MARSEILLES & LIVERPOOL	PARCLOS	28th March.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	11th April.
* GENOA, MARSEILLES & LIVERPOOL	ALCIBIOUS	20th April.
AMSTERDAM, LONDON & ANTWERP	KAISOW	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via OAKLAND	KAISOW	24th March.
NAGASAKI, KOBÉ & YOKOHAMA	KAISOW	24th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 2, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
NINGPO & SHANGHAI	TAIWAN	10th March.
MANILA	TAMING	14th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	14th March.
Cebu & ILOILO	KAIFONG	16th March.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports, and Stewards are carried. All the most up-to-date arrangements for comfort of Passengers.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, March 7, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—First Class Cabin—Surgeon and Stewards are carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Notley	Amoy & Manila	Mar. 10, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila	Mar. 18, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, March 7, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. STEAMSHIP	Captain	For	Sailing Dates
S.S. SWANLEY	J. P. DAWSON	Amoy & Manila	Mar. 10, at 4 p.m.
S.S. COURTFIELD	J. W. MARTIN	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. CRANLEY	W. E. STEELE	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. KEBAL	M. ROBERTSON	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. ASCOT	C. E. COX	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. LOTHIAN	J. B. WILLIAMSON	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. KILM	E. S. PRABER	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. SIXTH	J. ROWLEY	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. SOFALA	GEORGE SUTHERLAND	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. INDRASHAMA	R. P. CHAVIN	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. INDRASHELI	J. CULLINGTON	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. SEADLA	GEORGE BROWN	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. CATHLENE PARK	GEORGE BROWN	Amoy & Manila	Mar. 18, at 10 a.m.
S.S. INKULA	GEORGE BROWN	Amoy & Manila	Mar. 18, at 10 a.m.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOCHOW

THE Company's Steamship HATCHING, Captain HOBBS, will be despatched for the above Ports on THURSDAY, the 9th inst., at 9 a.m.

For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.

Hongkong, March 6, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG, Captain G. S. WELLS, will be despatched as above on FRIDAY, the 10th inst., at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to SANDER, WILDER & Co., Agents.

Hongkong, March 3, 1905.

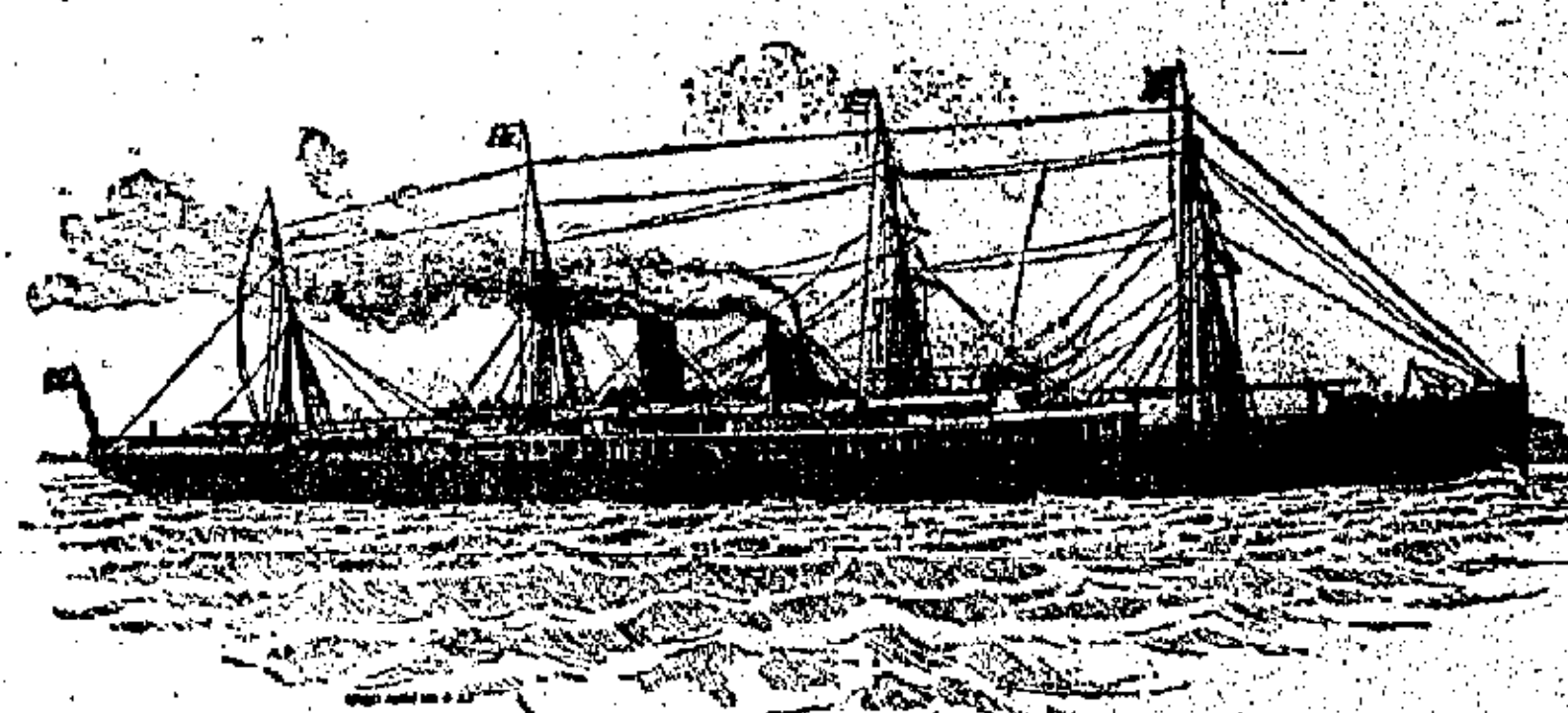
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	Tons	Day	Time
KOREA	11,276	FRIDAY	24th March, 1905, at Noon.
COPTIC	4,352	TUESDAY	4th April, at Noon.
SIBERIA	11,284	SATURDAY	16th April, at Noon.
MONGOLIA	13,639	TUESDAY	26th April, at Noon.
CHINA	5,000	SATURDAY	6th May, at Noon.
MANCHURIA	13,639	TUESDAY	16th May, at Noon.
DOIKU	4,784	SATURDAY	27th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23th, 1902; 10 days, 15 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA and YOKOHAMA, on FRIDAY, the 24th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Oregon, and to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, March 4, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE

NORTHERN PACIFIC AND GREAT NORTHERN RAILWAYS

OF UNITED STATES, AMERICA.

FOR SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

'MINNESOTA'

Tons 20,718 Gross Reg. Capacity 28,000 Tons.

(J. H. RINDER, COMMANDER),

Will sail on

SATURDAY, 18th MARCH, at 4 p.m.

CONVEYING FREIGHT at through Rates to INTERIOR POINTS U.S.A., NEW YORK AND CANADA; Also PASSENGERS to the UNITED STATES, EUROPE, etc.

This Steamer is luxuriously fitted with spacious SLEEPING AND STATEROOMS, equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, etc.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo.

PARCELS carried at low Rates to all Points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to

GEO. SUTHERLAND, NIPPON YUSEN KAISHA, General Traffic Manager, Agents.

Hongkong, March 6, 1905.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain W. ELLIS, will be despatched for the above Ports on SATURDAY, the 11th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewards are carried.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 21, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, SEVILLE, BORDEAUX, MEDITERANEAN, AND BLACK SEA PORTS.

THE Steamship OCEANIC, Captain OZIER, will be despatched for MARSEILLES on TUESDAY, the 21st March, 1905, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. STEAMSHIP	Day	Time
S.S. TOURNAI	April 4, 1905.	
S.S. TONKIN	April 18, 1905.	
S.S. DUMERIE	May 2, 1905.	

L. BRIDOU, Acting Agent.

Hongkong, March 7, 1905.

STANDARD OIL COMPANY OF NEW YORK.

Oriented Freight Department.

4 Des Vaux Road Central.

Hongkong, March 3, 1905.

Shipping.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

Passenger Sailings from Hongkong

Steamers: To SAIL, 1905.

SAINT WILLIAMS, About Mar. 23.

LOWTHER CASTLE, About April 18.

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 6, 1904.

OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.
(TELEPHONE: No. 118, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.
ALL UP-TO-DATE COMFORTS AND EXCELLENT COUSINE.
R. HARI, Manager.
December 5, 1904.

LAXATIVE.

THE NEW IDEAL PURGATIVE.
FOR ALL LIVER, KIDNEY
AND HEMORRHOID
TROUBLES.

RECOMMENDED BY THE WORLD'S FINEST
PHYSICIANS.

LAXATIVE is the mildest aperient known. It is pleasant in taste, not drastic but certain in action and even in large doses is harmless. Laxative being non-irritant will be found a great boon, to ladies especially, and in cases where the kidneys are irritable or diseased. Laxative is strongly recommended by the Continental Authorities and is being largely used in the London hospitals. It has been appointed the Hongkong Agents for this preparation.
Hongkong, December 8, 1904.

Notices to Consignees.

PORTLAND & ASIATIC STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP ARAGONIA.
FROM PORTLAND (OR.) YOKO.
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Consignee signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, March 7, 1905.

PACIFIC MAIL STEAMSHIP
COMPANY.
NOTICE.

CONSIGNEES OF CARGO per Steamship MANCHURIA,
are hereby notified that their Goods are at their risk being discharged from the Lighters and/or landed into the Godowns Nos. 1 and 2 at Kennedy Town (Maine Lot 243), and delivery may be had either from Lighters or from our Godowns upon counter-signature of Bills of Lading.
Goods remaining unclaimed after the 12th inst. will be subject to rent.
All claims must be sent in to me on or before the 15th inst. or they will not be recognized.
No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, March 6, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER MANILA.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S Godowns at Kowloon, where such consignments can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:
From London, etc. ex steamer Macedonia.
Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. To-day.
Goods not cleared by the 10th inst. at 4 p.m. will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, March 4, 1905.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship *Arcturion*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th inst., will be landed at Consignees' risk and expense into the Godowns at Kowloon. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, March 5, 1905.

TOPOGRAPHY OF ST. PETERSBURG.

Easy to Defend Against Riots.

The builders of St. Petersburg, as it now stands, drafted their plans with a prophetic foresight, and the Grand Duke Vladimir, whose task it has been to control the disorders of the last few days, has profited by the distrust of the people and promulgations of the present uprising.

Peter the Great, Imperialist though he was, and broad alike in ambitions and ideas, built a fortress only, a town perched on the islands of the Neva, that incidentally overflowed to the main land. An old print of a flood at the commencement of the Nineteenth Century, preserved at the Hermitage Museum in St. Petersburg, shows the Vassili Ostroff as a thickly-populated centre, while only mudbanks ranged where now the great quays extend in front of miles of palaces. At this day, the Vassili Ostroff, or Basil's Island, is a suburb only, while the real city lies behind the quays, radiating from the slender gilded spire of the Admiralty that overlooks the swift current of the Neva.

Like Brussels, Paris, and other cities one could name, it is designed to facilitate the suppression of any popular movement. From the Admiralty Gardens, a wide open space flanked by the great squares behind the Winter Palace, the three main thoroughfares of St. Petersburg emerge, running without a curve to the confines of the city. Three guns would command them all; they are the Nevsky Prospect, the Izmailyevskiy Prospekt, and the Gorchakov. Save by these, no great crowd could approach the rear of the Winter Palace, and cavalry assembled in the Gardens would be able to swoop upon them in the street, where there would be no means of escape. Two canals wind through the city, and intersect each of these streets, and once the bridges over these, the Molka and Fontanka, were cut, the population would be sliced into segments, with no ready means of communication, and troops would be able to deal with each quarter at their leisure.

The Winter Palace, a great building of red stucco about a central courtyard, is on the Court Quay, and faces, across the river, the antiquated batteries of the fortress of Peter and Paul. Approach to its front is only possible along the Quay, a magnificent thoroughfare which the fortress could quickly render impassable, while a couple of the revenue boats, which are always moored near by, would strengthen the defence. At its back stretches one of the finest open spaces in Europe, a vast half-moon of cobbled ground, in the centre of which the Penes Column, surmounted by a bronze angel, raises its head. The Admiralty Gardens are on the right, and on the left, are a maze of alleys and bridges about the mouth of the Molka, and a wide street known as the Millionka. Opposite to the palace, the offices of the General Staff and the Department of Foreign Affairs stretch in a wide semi-circle, and in the centre is the massive arch of the Mars'ia, leading to the Nevsky Prospekt.

In the event of a fully organised revolution—not a strike of unarmed workmen, but a determined war between the governing class and the people—one conceives the disposition of forces about the Palace as follows. The space behind the Palace would be occupied by an infantry guard and a strong force of cavalry—say six thousand men in all. The Admiralty Gardens, commanding the chief arteries of the city, would be the station of the guns, while detachments would be thrust forward up the three big streets to hold the bridges until necessity should oblige them to be broken. Gunboats on the river and the fortress would command the quays, while the Bourso Bridge and Nicholas Bridge would likewise be occupied by troops, and the pontoon bridge unmoored and destroyed. They, in the event of an attack, if the outlying forces were driven in, having destroyed the bridges, the artillery fire would make any advance in force well nigh impossible, and cavalry charges would be of deadly effect.

The islands of the Neva, of which the Vassili Ostroff is the chief and nearest to the city, are in quite another case. Here there are long winding roads, woods, and gardens, and a maze of estuary streams which would render a sort of guerilla warfare, exceedingly difficult to bring to a conclusion. The dachas, or villas of the wealthy, are to be found on these islands. The Grand Dukes and Ministers have their retreats among the trees, and in one of the roads is the iron-shuttered house in which de Flehve carried on his work. In these places the battalions have been erected, and a very little generalship should suffice to make the resistance of the strikers effectual.

Czarevskoe Selo, the country seat of the Czar, is some ten miles from the city, and has no special strategic advantages. But to reach it necessitates a long march on an exposed road, where a mob of undisciplined men would be entirely at the mercy of the soldiery. Peterhof, about nineteen miles to the west of the capital, is the Czar's chief summer residence. It is a huge palace, standing in extensive terraced grounds, with houses around it for officers of the household, barracks for the guard, and a large chapel, in which troops have been accommodated before now. Just after the birth of the Czarvitch, a battalion of grenadiers were marched into the gardens to supplement two

squadrons of cuirassiers already there. At that great crisis it was decided that in the event of any emergency the road from St. Petersburg should be sealed and closed with artillery, while the village of Peterhof itself would serve to house—or, at any rate, to contain—a full army corps. The regular establishment of the Palace includes a battery of Cossack artillery. So completely is St. Petersburg equipped for resisting a revolution that the success of the strikers and their friends is practically impossible without the secession of at least a part of the troops. Arms are difficult to obtain, except sporting weapons, which would be almost useless, and unless there is some striking exhibition of enterprise leading to the capture of a Government factory, the army must remain the dominating factor, and its loyalty or rebellion determines the issue.

HAVE YOU SUSPECTED YOUR KIDNEYS?

WHEN the kidneys get ill the back gives out. But the back is not to blame. The ache comes from the kidneys, which lie under the small of the back, or sharp, quick twinges, are warnings of sick kidneys—warnings of kidney trouble. Plasters and liniments will not cure a bad back, for they cannot reach the kidneys which cause it. Doan's Backache Kidney Pills reach the kidneys themselves; this is a special kidney medicine, and it drives out of the body all the liquid poisons and crystallised impurities which cause disease. Doan's Backache Kidney Pills heal the diseased surfaces of the kidneys and bladder. Kidney trouble affects different people differently, but the common signs are backache, irregular kidney action, rheumatism, nervousness, languor, dizziness, irregular heart, back quickly affected by cold, sleeplessness, irritability, puffiness beneath the eyes, swollen ankles and legs, and bladder degeneration, too much or too little urine, sediment from the urine, gravel, and bladder trouble. All the chief chemists and medicine dealers sell Doan's Backache Kidney Pills, price 2/6 for 1 box, or 1/3 for 6 boxes; on receipt of price, direct from the proprietors, The Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England, who will also send a Sample Box Free to anyone who writes for it and mentions this paper.

Intimations.

GOVERNMENT NOTIFICATION.
No. 159.
THE following Notice is published.
By Command, F. H. MAY,
Colonial Secretary's Office.
Hongkong, March 3, 1905.

A MEETING of HIS MAJESTY'S JUSTICES of the Peace, 215, on TUESDAY, the 14th March, 1905, for considering the following application:
From one JOSEPH HENRY NEWBOLD for a Publican's Licence to sell and retail Intoxicating Liquors on the premises situated at No. 2, Shekwan Road, under the Sign of "METROPOLITAN HOTEL."
H. H. J. COMPERTZ,
Magistrate.
Hongkong, March 2, 1904.

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:
On Wednesday, 8th March:
From Stonecutters' East, in a Westerly direction, at ranges of 1,500 to 3,000 yards, commencing at 9 a.m. and finishing at 11 a.m.
On Friday, 10th March:
From Island Battery, towards the entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 a.m.
From Lyemun, towards the mainland North-East of Junk Island, at a range of 5,000 yards, on conclusion of the above.
From Sywan, towards the mainland North-East of Junk Island, at a range of 5,000 yards, on conclusion of the above.
If the weather is unfavourable on either of the above dates, Practice will take place on the following day.
All ships, junks and other vessels are to keep clear of the above practice.
L. BARNES-LAWRENCE,
Captain, R.N.,
Harbour Master, etc.
Harbour Department,
Hongkong, March 4, 1905.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENLARGEMENTS A SPECIALTY.
BRANCH HONGKONG HOTEL CORNER 1587
SING ON & CO.,
Nos. 35 & 37, HING LOONG STREET.
IRON, STEEL, METAL AND HARDWARE MERCHANTS.
Retail and Wholesale Ironmongers, Pig Iron and Foundry Coke Importers, and General Storekeepers. FOUNDRY, STAMP, MACHINERY, etc.
Hongkong, December 14, 1904.

NOTICE.
MR. AH WAH, of Messrs Che So Bros, of Yokohama Bookbinders, etc., begs to inform the Public of Hongkong that he has opened a Branch in this Colony, at No. 16, Pottinger Street, under the style of CHE SO BROTHERS, and is prepared to execute all kinds of GENERAL BOOKBINDING, PRINTING, STAMP MAKING, COPIING, RUBBER STAMP ENGRAVING, etc., etc., at the shortest notice, and the prices to be charged will be the most reasonable of the kind.
Hongkong, December 5, 1904.

Contractors.

AL-HING.
SLIPWAY.
YACHT AND BOAT BUILDER.
CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith.
GENERAL CONTRACTOR.
PRAYA EAST, WANCHAI, HONGKONG.
Hongkong, February 13, 1905.

THE PO YICK COY.
CONTRACTORS & HOUSEBUILDERS.
No. 259, QUEEN'S ROAD EAST, WANCHAI.
CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices.
Hongkong, February 18, 1905.

A WING & CO.
CONTRACTORS & HOUSEBUILDERS.
No. 75, QUEEN'S ROAD EAST.
ALL Communications, please address to Mr. ANDREW TSANG WING.
Hongkong, February 18, 1905.

TUNG TAI TSEUNG KEE CO.
ENGINEERS AND SHIPBUILDERS.
IRON AND BRASS FOUNDERS, BOILER MAKERS AND COPPER SMITHS.
No. 25, PRAYA EAST, WANCHAI, HONGKONG.
Call Flag O.
Hongkong, February 18, 1905.

SANG LEE & CO.
CONTRACTORS AND BUILDERS.
No. 59, DES VOEUX ROAD CENTRAL.
Contractors to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at Reasonable Prices.
Hongkong, February 20, 1905.

A T A N,
CONTRACTOR & HOUSEBUILDER.
No. 63, QUEEN'S ROAD EAST.
Contractor to H. B. M. War Department. HAS ALWAYS ON HAND A GOOD STOCK OF TIMBER.
Hongkong, February 15, 1905.

HANG CHEONG,
ENGINEERS AND SHIPBUILDERS, IRON AND BRASS FOUNDERS, BOILER MAKERS AND COPPER SMITHS.
No. 5, QUEEN'S ROAD EAST, HONGKONG.
Hongkong, February 18, 1905.

TAI WOO & CO.
NAVAL AND MILITARY CONTRACTORS AND GENERAL PROVISION MERCHANTS.
No. 105, DES VOEUX ROAD CENTRAL, HONGKONG.
Hongkong, February 13, 1905.

A OHOO & CO.,
38, DES VOEUX ROAD, CENTRAL.
GENERAL STOREKEEPERS.
NAVAL CONTRACTORS.
COAL MERCHANTS.
HAVE always on hand an ample stock. Supplies expected at shortest notice. Well-fitted Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE.
TELEPHONE No. 180.
Hongkong, December 1, 1904.

Lam Woo & Co.,
(Formerly Lam Wan & Co.)
No. 12, LEE YUEN STREET (WEST), CONTRACTORS & HOUSEBUILDERS.
CONTRACTORS TO H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. Lam Woo.
Hongkong, March 3, 1905.

KWONG HEP LOONG CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
BOILER MAKERS, BRASS AND IRON FOUNDERS.
Office:—No. 64, DES VOEUX ROAD CENTRAL.
ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Docks are next to Comptrolment Docks (San San Po) and can accommodate any craft of 160 feet long. We have at present a new fast Steam Launches for Sale.
Hongkong, February 25, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
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5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
7.30 p.m. to 8.00 p.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10

Merchant Vessels in Hongkong Harbour.

Vessels Advertised as Loading

Exclusive of late Arrivals and Departures reported to-day.

(continued)

Destination.	Funds.	Agents.	Date of Leaving.
Australian Ports.....	Changsha (s).....	Butterfield & Swire.....	March 14.
Am'dam, Lond., A'erp.....	Stentor (e).....	Butterfield & Swire.....	March 14.
Am'dam, Lond., A'erp.....	Chilhes (e).....	Butterfield & Swire.....	March 28.
Bombay, Calcutta, &c.....	Madras (s).....	Butterfield & Swire.....	April 1.
Cebu & Iloilo.....	Kaifong (s).....	Butterfield & Swire.....	April 18.
Ganco, Mays, L'pool.....	Patulaoj (s).....	Butterfield & Swire.....	March 15.
Java Ports.....	Tirajet (e).....	Java-China-Japan L'jce	Int half of Mar.
Java Ports.....	Tijpanas (e).....	Java-China-Japan L'jce	Int half of April.
Java Ports.....	Tijmah (e).....	Java-China-Japan L'jce	Int half of March.
London, &c.....	Bengel (e).....	P. & O. S. N. Co.....	Mar. 11, at Noon.
London, Antwerp, &c.....	Japan (s).....	P. & O. S. N. Co.....	About March 15.
Marcellus via Saigon.....	Oceantia (s).....	Messageries Maritimes	Mar. 21, at 1 p.m.
Medan, Penang, &c.....	North Bahriles (s).....	Shanghai & Swire.....	March 20.
Manila, Allian Ports.....	Eastern (e).....	Gibb, Livingston & Co.	Mar. 11, at Noon.
Amoy and Manila.....	Rah (e).....	Shewan, Tomes & Co.	Mar. 10, at 4 p.m.
Manila.....	Zafiro (s).....	Shewan, Tomes & Co.	Mar. 18, at 10 a.m.
Manila.....	Tremont (e).....	Dodwell & Co. Limited	About April 18.
Manila.....	Taming (e).....	Butterfield & Swire.....	March 14.
New York, Yues Canal.....	Shuyk (s).....	Standard Oil Co.....	About April 1.
New York, Yues Canal.....	Saint Eiland (s).....	Dodwell & Co. Ld.....	About March 23.
New York, Yues Canal.....	North Bahriles (s).....	Dodwell & Co. Limited	About April 18.
Ningpo, Amoy, Shanghai.....	Taiwan (e).....	Butterfield & Swire.....	March 10.
San Francisco v. Japan.....	Korea (s).....	Pacific Mail S.S. Co.....	Mar. 24, at Noon.
San Francisco v. Japan.....	Coptic (e).....	D. & O. S.S. Co.....	April 4, at Noon.
San Francisco v. Japan.....	Siberia (s).....	Pacific Mail S.S. Co.....	April 16, at Noon.
San Francisco v. Japan.....	Mongolia (s).....	Pacific Mail S.S. Co.....	April 25, at Noon.
Shanghai.....	Nubia (e).....	P. & O. S. N. Co.....	About Mar. 11.
Shanghai, K'iet & Y'iams.....	Minnesota (e).....	Nippon Yusen Kaisha.....	Mar. 10, at 4 p.m.
Shanghai, K'iet & Y'iams.....	Arsgonia (s).....	Portland & A. S. Co.....	Mar. 10, Daylight.
Shanghai, Portland, &c.....	Stradenia (e).....	Portland & A. S. Co.....	Mar. 31, Daylight.
Shanghai, Portland, &c.....	Nunumalia (e).....	Portland & A. S. Co.....	Apr. 13, Daylight.
S'pore, C'bo, & B'bay.....	Banca (e).....	P. & O. S. N. Co.....	Feb. 28, Daylight.
S'pore, Pang, C'bo, &c.....	Marquis Baquothem (s)	Sander, Wierler & Co.	March 28, p.m.
S'pore, Amoy & Tamsai.....	Frith (e).....	Oaksh Shosen Kaisha.....	Mar. 12, Daylight.
S'pore, Amoy & Tamsai.....	Bojersterno Bjorneon	Oaksh Shosen Kaisha.....	Mar. 19, Daylight.
S'pore, Amoy, Foochow.....	Funph (e).....	Oaksh Shosen Kaisha.....	Mar. 15, Daylight.
S'pore, Amoy & Foochow.....	Richley (e).....	Douglas Laysnak & Co.	Mar. 5, at 9 a.m.
Victoria, B.C., Tacoma.....	Onife (s).....	Butterfield & Swire.....	March 23.
Victoria, B.C., Tacoma.....	Pleidas (s).....	Dodwell & Co. Limited	About Mar. 30.
Victoria, B.C., Tacoma.....	Shawmut (s).....	Dodwell & Co. Limited	About April 13.
Vancouver (B.C.), &c.....	Chthanlen (e).....	Canadian P'fco R. Co.	March 15.
Vancouver (B.C.), &c.....	Ro-nrepas of China (e)	Canadian P'fco R. Co.	March 29.
Vancouver (B.C.), &c.....	Empress of India (e)	Canadian P'fco R. Co.	April 19.

Kalkhofen	Ger.	str.	1245	Mar.	7	Siemssen & Co.
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Fuchs	Ger.	str.	1267	Mar.	6	Butterfield & Swire.
Frederick	Ger.	str.	687	Feb.	21	Siemens & Co.

SHARE LIST.—QUOTATIONS.

March 8, 1905.

Hemmesen	Norw. str.	2233	Feb.	21	Meyer Dunsen & Sønne
Lewis	British str.	3166	Feb.	16	Dodwell & Co., Limited.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	£1755, buyers
National Bank of China, Limited ..	19,970	£ 10	£ 5	£1000, 278 536, buyers

Desler.....	Gor.	str.	1578	Feb.	19	Siemens & Co.
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Do.	Founders' shares	23,965	£	10	£	8	838, buyers
		760	£	1	£	1	\$10
MARINE INSURANCE.							
Canton Insurance Office Co., Ltd. ...	10,000	£	250	£	50	82724, buyers	
China Traders Insurance Co., Ed. ...	24,000	£	83.33	£	25	8574, sales & sellers	
North-China Insurance Co., Ed. ...	10,000	£	12	£	15	Ts. 35	
Union Insurance Society, Ltd. ...	10,000	£	250	£	100	8770, sellers	
	10,000	£	160	£	0	8750,	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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Yangtze Insurance Association, Ltd.	5,000	\$	100	60	\$200
FIRE INSURANCES.					
China Fire Insurance Co., Ltd.	20,000	\$	100	20	\$23, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	\$	260	50	\$320, ex div.
DOCKS, ETC.					
H'kong & Whampoa Dock Co., Ltd.	60,000	\$	60	all	\$208, sellers
Geo. Fenwick & Co., Limited.	6,000	\$	25	25	\$16, sales
..... Ltd.	6,000	\$	53	68	\$27, sellers

eMathis French Sh. 1620 Feb. 23 Standard Oil Co.

New Amoy S.S. Co. Ltd.	56,700	Ts. 100	Ts. 100	Ts. 143	
S. C. Farnham, Boyd & Co. Ltd.	56,700	Ts. 100	Ts. 100	Ts. 143	
STEAMBOAT, TUGS, ETC.					
Chine and Manille S. S. Co. Ltd.	30,000	£ 60	£ 50	£ 225	
Douglas Steamship Co., Limited	20,000	£ 60	all	231	sales & buyers
H.K. C. M. & Steamboat Co. Ltd.	50,000	£ 35	15	15	82
Indo-China S. N. Company, Limited	60,000	£ 40	all	1124	settlers

The C. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 9 a.m. on

Star Ferry Company, Ltd.	10,000	8	10	8	10	\$38, sellers
Shall Transport & Trading Co. Ltd.,	10,000	8	10	8	10	\$39, sellers
Takui Tug and Lighter Co., Ltd.,	8,000	£	1	2	1	22 1/2 buyers
Shanghai Tug & Lighter Co., Ltd.,	200,000	Tls.	60	Tls.	60	Tls. 20, ex div.
do. Preference.	100,000	Tls.	60	Tls.	50	Tls. 62, sales
						Tls. 50, sales

Exchange.

China Sugar Company, Limited.....	20,000	8	100	all	\$226, buyers
Indoon Sugar Company, Limited.....	7,000	8	100	all	\$23, buyers
Perak Sugar Cultivation Co., Ltd.....	7,000	7 1/2	60	T 50	\$15, sales
WHEATIES.					
H.K. & Kow. Wharf & Godown Co.	80,000				\$102, old
	10,000	8	50	all	\$100 new sales
Shanghai and Hongkew Wharf Co.	20,000	7 1/2	100	Tis 100	\$71, 147
	19,000				

West Simons, Laos.	4 months' high	1/108	Naha.
Changsha	4	1/102	Ichi'li

LAND AND BUILDING.							
Hongkong Land Investment and Agency Company, Limited.....	50,000	9	100	100	\$128, sales & sellers		
Shanghai Land Investment Co., Ltd.	52,000	Tls.	50	Tls. 60	Tls. 116, sales		
Kowloon Land and Building Company	6,000	£	50	£	\$87, buyers		
Wah Kee Land and Building Co., Ltd.	3,764	Tls.	95	Tls. 05	Tls. 120, buyers		

Friday, the 10th
On Demand, New York—

Wm. Henderson & Co., Ltd.	150,000	10	all	\$12, sellers
Humphreys Estate & Finance Co., Ltd.	150,000	50	\$ 50	\$26, sellers
West Point Building Co., Limited	12,000			
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	\$ 100	all	\$200, sales
MINING.				
Société Française des Charbons mines du Tonkin	16,000	Fcs. 250	all	\$480

of February.	Wire,	139	Gap
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Rear Aust. Gold Mining Co., Ltd....	200,000	£	1	18/10	\$4, sales
HOTELS, ETC.					
Hongkong Hotel Company, Ltd....	12,000	£	3	60	\$141, buyers
Astor House Hotel Ltd. (Tientsin)	2,000	£	T.11a	75	\$14, 150, sellers
Astor House Hotel Co., Ltd. (S'hai)	30,000	\$	25	25	\$31, sales
DISPENSARIES					
A. S. Watson & Co., Limited....	60,000	\$	10	3	\$12, sales & sellers

thenian arrived at	On demand,	712	O. S. J.
	80 demand right (under ...)	708	M. L. J.

Watkins Limited.....	10,000	\$	10	\$	10	98 sellers
H.K. and China Gas Co., Limited....	7,000	£	10	all	\$180,	buyers
Shanghai Gas Company, Ltd.....	8,000	Tls.	60	Tls.	50	Tls. 112½ sales
Hongkong Electric Co., Limited.....	5,000	\$	10	\$	10	215½ buyers
New Electricity (new issue)	30,000	\$	10	\$	5	30½

Tokio

Green Island Cement Co., Ltd.	50,000	£	10	£	10	\$29, ex dis. buyers
MISCELLANEOUS.						
Bells Asbestos Eastern Agency, Ltd.	8,504	£	12/6	£	12/6	35/
United Asbestos Oriental Agency, Limited	3,900 tons	£	10	£	4	194
Do.	100 tons	£	10	£	10	1180
Do. Limited Waterbury Co. Ltd.	100 tons	£	10	£	10	1184 sellers

left Anping via	Hongkong	Hongkong	Taiho
	Hongkong	Hongkong	Taiho

Hongkong Dairy Farm Co., Limited.....	25,000	74	8	6	119, buyers
Hongkong Ice Company, Limited.....	5,000	26	all		\$212, sellers
Shanghai Waterworks Co., Ltd.....	7,200	27	£	20	£12, 450, sales
H'kong Rope Manufacturing Co., Ltd.....	10,000	50	all		\$155, buyers
Hongkong Cotton Spinning Co., Ltd.....	150,000	10	8	10	\$14, buyers
Ewo Cotton Spinning and Weaving Co., Ltd.....	20,000	75	20	30	25

e on or about the	Est.	11	12	11	47	5.6	m	5	51	5.6	Sharp Amoy
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International Cotton Manufactur-	10,000	Tls. 75	Tls. 75	Tls. 24
ing Co., Ltd.				
Loan-Kung-Mow Cotton Spinning	8,000	Tls. 100	Tai100	Tls. 30
and Weaving Co., Ltd.				
Soy Once Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 00	Tls. 150, sellers
China Provident Loan Mortgage	60,000	\$ 10	\$ 10	\$ 10, sellers
Co., Ltd.				

Haiphong

China Bernco Company, Ltd.	80,000	12	12	\$154, sellers
Campbell, Moore & Co., Limited	1,200	10	10	\$40, sellers
Wm. Powell, Ltd.	12,000	10	10	\$124, sales & sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,200	50	50	\$50
South China Morning Post	8,000	25	25	\$24, sales & sellers
CIGAR COMPANIES				
...	20,000	10	10	\$91, sellers

Barometer...	30.31	30.35	30.23
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Philippine Co., Ltd.	67,500	200	20	254,000
Alhambra F. mtd.	900	500	100	\$100, buyers

LOANS.	Amount.	Rate.	Interest.	Quotation
Chinese Imperial 1888	20,000,000	200	20	254,000

left New York	Rain	—	0.1	—	VESSEL
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